PORM NO. 51-48 DEC 1951

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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

Egypt/Anglo-Egyptian Sudan/Eritrea/Ethiopia COUNTRY

Local Travel Conditions/Observations on Culture SUBJECT

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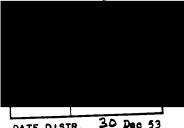
DATE ACQUIRED (BY SOURCE)

DATE (of info.) 14 Jun - 18 Jul 53

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"We sailed from Maples on 1/ June 1953 (S.S. Enotria for Alexandria, went by rail to Cairo where we obtained extensions of our Ethiopian visas and entry 1. visas to the Anglo-Egyptian Sudan and were very fortunate in getting space on visas to the Anglo-Egyptian Sudan and were very fortunate in getting space on the Sudan Government steamer which name from just north of Asswan to Wadi Halfa, the Sudan Government steamer which name from just north of Asswan to Wadi Halfa, the Sudan Government steamer which have been for a month, but someone cancelled All the steamer space was completely booked for a month, but someone cancelled his reservations at the last minute: We left Cairo by trein at 8 p.m. on 21 June, arriving at the embarcation joint at Shellel the following morning. The steamer, an old, stern-wheeler, lear at 4 in the afternoon lashed to two, canvas-covered barges which were failed to overflowing with third-class passengers, their barges; and freight. In the next two days I spent most of sengers, their barges; and freight. In the next two days I spent most of my time emaining the interesting will get clustered along the Nile with binomy time end and greatered of Sudages on the best. The Nile in June is at culars and asking questions of Sudanese on the boat. The Nile in June is at a very low ebb; not until July do the torrectial rains falling on the Ethiopian Highland reach the main stream. The pilot maneuvered the boat back and forth across the entire breadth of the stream with great skill. On the second day the waters were so low that the ship could proceed no farther and all the passengers were transferred to smaller boats to continue on. At one point it was necessary for sailors to jump ashore in linee-deep mud with a rope to steady the boat in a particularly narrow passage. The next noon we passed through the Sudanese customs and entreined for Khartoum...magnificent trains for this part of the world (though very slow: the roadbed was constructed for the supply of Kitchener's arry in the campaign against the Mahdist forces). The train passed first through barren desert inhabited only by nameds and by railroad service crews (the latter supplied with water and food by train), then at Abu Hamid we reached the Hile again following it until Khartoum which we reached on 26 June. Two days later we left by Aden Airmys to Armara, Eritrea.

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- 2. The Sudaness appear to be far less hostile to the West than do the Egyptians; the nationalism of the Sudan, such as it is, seems to be more genuinely directly against the real economic problems of the country and there is a sense of pride (there is very little tagging compared to Egypt or Ethiopia), and yet an eagerness to learn, an ease of living, and a sense of humor that appeals to Americans. In terms of culture history and geography the Sudan has been little touched. Recently a little back called Sudan Geography by Hodgkin was published, but it was written for Sudanese secondary schools and cannot serve American university needs very well. In casual questioning I discovered that there are non-Moslem, pig-keeping peoples in the Nubs Mountains south of El Obeid and at Kurmuk near the Ethiopian border. Pig-keeping, so far as I know, has been reported only in scattered places in the Sennar area in the northern Sudan at the present time. These pig-keeping peoples would. I feel, he worthy of study, perhaps providing insight into the pre-Moslem occupance patterns of the area. Uniforturately, the continuous Moslem entrachment on these pager peoples of the Nuba Mountains (which will be accelerated when the British policy of separation and protection of non-Moslems is discontinued in three years) may mean that we haven't much time left to observe and record the cultures of these peoples.
- 3. "Another interesting fact I became awars of for the first time is the importance of the pilgrimage to Mecca in appreading culture. Pilgrims often work their way across the entire length of the Sudan from West Africa in an effort to reach Mecca. Often, however, they are not able to make it all the way back home and they settle permanently as individuals or in small groups among other peoples. Sometimes they work just long enough to pay costs for an additional leg of their journeys and then move on...providing an important, reliable agricultural labor force. I have heard, though not confirmed, a report of a tribe of West African crigin settled along the britreex-Sudanese border...on a pilgrimage.
- 4. "After remaining in Asmara for almost a week (our flight was cancelled) and making an interesting side trip to Maddawa and north along the coast, we arrived in Addis Ababa, where we have been direct seeing various officials here and seeking to obtain the fullest support before leaving for Gondar. Ethiopia is a land of intrigue, of feedal elements that can and do humstring many well-meaning scientific efforts. Local people reflect the cooperate with anyone who asks questions of quantity, or she tried to make field measurements (this because of fear of taxation or perhaps because of despitation of coresgners). Thus, to get along at the village level one must give in one tiels methic of mapping and measurement favored by geographers at time.
- 5. "A few days ago I mot the Powerths of Begemedir Province, Dejasmach Assarte Kassa, and received his approval. Be offered to a government house in Gondar, an interpreter, and arm. Well without charge. Tovernor Kassa studied at Oxford and speaks English from thy. He is eager to reestablish the importance of Gondar economically and in the calibrated life of the nation. He is in "rested in my work insofar as it will aid him in understanding the economy of Begenadr. If I had wished to do work at a recological or social anthropoligical nature or in physical anthropology, I stocked not have been as well received. Nevertheless, social grade work particles are larily in a regulative feathy needed in Ethiopia, though it can be done only in a very limited sense if at all at the present time. I feel that there are tramendate possibilities for research in Ethiopia valuable work needs to be after and can be done been, it one needs to proceed slowly and to follow protocol carefully.
- 6. The my irranceal estimates, I made one major miscalculation: failure to allow for costs of local bransportation. Everyone here, from Governor Kassa to the US charge d'Affaires, in internal a Jeep or Land Rever is essential to any sort of field work rane. In the provinces there are no public transportation facilities, and even interpresentation facilities, and even interpresent bracks in Jeeps. A used Land Rever (which is lighter and reportedly better about to get through mud and sand than the Jeep) sells here for about ESS by about USSALD, of which one half to two thirds is recoverable on sale, I am till. Sacolnus rates are high; in Gondar gasoline is about US.53 a pallor but it more acceptable places it it somewhat less."

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